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TAGS: [PGOV](#) [PREL](#) [PTER](#) [MARR](#) [IZ](#) [JO](#)  
SUBJECT: TRUCKING DELAYS AT JORDAN-IRAQ BORDER

REF: A. 05 AMMAN 6270  
[1](#)B. 05 AMMAN 8022

Classified By: Ambassador David Hale for reasons 1.4 (b,d)

[1](#)1. (C) SUMMARY: Queues have been getting longer since the new year on the Iraqi side of the Jordan-Iraq border at Al Karama-Trebil, due to security screening on the Jordanian side, and a lack of resources on the Iraqi side. Coalition convoys traveling eastward are also facing delays. END SUMMARY.

[1](#)2. (C) Traffic back-ups persist between Jordan and Iraq, despite the lack of any significant increase over the past year in the volume of traffic. Trucks and personal vehicles seeking to enter Jordan are typically queued for five kilometers back into Iraq, and must wait 36 to 48 hours to enter Jordan. These back-ups result chiefly from Jordanian security checks. According to the U.S. military's Civil Affairs Liaison Team (CALT) attached to Embassy Amman, GOJ border liaison officers claim that corruption among Iraqi officials remains a problem on the Trebil side of the crossing. There are also continued reports that bandits are abusing and extorting money from truckers in Iraq headed west toward the border.

[1](#)3. (C) Since early February, the Jordanians have begun enforcing two security regulations that have affected commercial trucking, and have often delayed eastward-bound Coalition convoys for 24-72 hours at the frontier. One regulation requires truckers to have a Jordanian commercial truck driver's license. However, some drivers employed by local subcontractors working for the Coalition only have a license to drive a personal passenger car. The second new regulation requires all truck drivers to have an original memorandum from the truck owner stating that the driver has permission to drive the vehicle into Iraq. The GOJ enforces these regulations only as truckers attempt to leave Jordan - not at the point of origin where the cargo is loaded. Iraq-bound truck drivers who do not meet one or both of these requirements must leave their trucks at the Jordanian holding yard at the border for two to three days until they acquire the needed documents. The Director of the Jordanian Armed Forces Crisis Management Center claimed to a CALT officer that all contractors and subcontractors were notified in December 2005 of the GOJ's plans to begin enforcement of these two regulations in February 2006.

[1](#)4. (C) GOJ border liaison officers told emboffs that the GOJ is restructuring its border security and military Operations, with the aim of further tightening monitoring of illegal Islamists, activities, closing security gaps that became evident after the November Amman hotel bombings, and preventing the entry into Jordan of weapons and terrorists from Iraq and Syria.

[1](#)5. (C) Despite the security and economic importance to both

Jordan and Iraq of the Karama-Trebil crossing, communication between Iraqi and Jordanian border officials is poor. There are no direct phone lines to connect border officials of the two governments with each other. GOJ security and customs contacts told emboff that Jordan has approached the GOI with proposals to resolve security and communications concerns at the crossing, but claimed the Iraqis have been uncooperative; some GOJ contacts speculate that Iraqi tribes in the border region exercise more control over border administration than the GOI does.

HALE